

B. F. TAYLOR,
Shore.

Lighters and Steam Launches
Supplied.

ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.

Sole Agents for the
UNITED ASBESTOS CO.
LIMITED, LONDON.

DODWELL & CO., LIMITED,
General Managers.

NEW SERIES No. 1832. 日三月初四年七十二精光

MONDAY, MAY 20, 1901.

一拜禮 號十二月五英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1860.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 8,310,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO KOBE
NAGASAKI LONDON
LYONS NEW YORK
SAN FRANCISCO HONOLULU
BOMBAY SHANGHAI
TIENTSIN NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARIS BANK, LTD.
THE UNION BANK OF LONDON, LTD.
HONGKONG BRANCH—INTEREST ALLOWED
On Current Account at the rate of 2 per cent
per annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent
6 " 4 "
3 " 3 "

TARO HODSUMI,
Manager.

Hongkong, 17th April, 1901. [11]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID UP £800,000
RESERVE LIABILITY OF SHARE
HOLDERS £800,000
RESERVE FUND £25,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of 2 per cent per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

6 " 3 "

3 " 2 "

T. P. COCHRANE,
p. Manager.

Hongkong, 16th October, 1900. [35]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000

Paid up Capital £324,374

HEAD OFFICE—HONGKONG.

Board of Directors:

Chan Kit Shan, Esq. | C. Ewens, Esq.
Chow Tung Shang, Esq. | J. T. Lauts, Esq.

Chief Manager,

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %

Hongkong, 20th December, 1899. [8]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL £10,000,000

RESERVE FUND £10,000,000

Sterling Reserve \$10,000,000

Silver Reserve \$3,000,000

RESERVE LIABILITY OF PROPRTORS \$10,000,000

COURT OF DIRECTORS:

R. SHewan, Esq., Chairman.

The Hon. J. J. KESWICK, Deputy Chairman.

A. Haupt, Esq.

D. M. Moses, Esq. | N. A. Siebs, Esq.

A. J. Raymond, Esq. | H. W. Slade, Esq.

R. L. Richardson, Esq. | H. E. Tonkins, Esq.

H. Schubert, Esq. | Paul Witkowski, Esq.

Chief Manager:

Hongkong—Sir THOMAS JACKSON.

MANAGER:

Shanghai—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent
per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent per annum.

For 6 months, 3½ per cent per annum.

For 12 months, 4 per cent per annum.

T. JACKSON,

Chief Manager.

Hongkong, 29th April, 1901. [9]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 34 PER
CENT per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

T. JACKSON,

Chief Manager.

Hongkong, 4th October, 1900. [10]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:

CANTON BEIJING.

CHEFOO PENANG.

CHINKING SINGAPORE.

CHUNKING TIENTSIN.

HANKOW.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Transfers
Payable at its Branches and Agencies.

HONGKONG BRANCH:

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3% per Annum. Fixed Deposits for 3 months

4% " 6 " 5 "

5% " 12 " 6 "

E. W. RUTTER,

Manager.

Hongkong, 1st January, 1901. [14]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$5.00 Cask of 375 lbs. Net ex Factory.

\$3.00 Bag of 250 lbs.

SHEWAN, TOME & CO.,
General Managers.

Hongkong, 12th December, 1900. [19]

Mails.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

(to)

POK	STEAMERS	CAPTAINS	TO SAIL	REMARKS
KOKE	Pekin	F. J. Fox	About 23rd May	Freight only.
SHANGHAI	Purramatta	R. T. Denny, R.N.R.	About 24th May	Freight or Passage.
LONDON, &c.	Bengal	S. Barcham	Noon, 25th May	Freight or Passage.
MARSEILLES	Ceylon	W. Hayward, R.N.R.	About 1st June	Freight or Passage.

(See Special Advertisement).

For further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 17th May, 1901.

[5]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

(to)

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIMORE PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

SAILING DATES.

PREUSSEN	WEDNESDAY, 29th May.
HAMBURG	Hamburg-Amerika Linie
SACHSEN	THURSDAY, 13th June.
KLAUTSCHOU	THURSDAY, 27th June.
BAVARIA	THURSDAY, 11th July.
STUTTGART	THURSDAY, 25th July.
KONIG ALBERT	THURSDAY, 8th August.
PRINZESS IRENE	THURSDAY, 22nd August.
PRINZ HEINRICH	THURSDAY, 5th September.
PREUSSEN	WEDNESDAY, 2nd October.
HAMBURG	WEDNESDAY, 16th October.
SACHSEN	WEDNESDAY, 20th October.
KLAUTSCHOU	WEDNESDAY, 16th November.
BAVARIA	WEDNESDAY, 27th November.

ON WEDNESDAY, the 29th day of May, 1901, at NOON, the Steamer "PREUSSEN,"
of the NORDDEUTSCHER LLOYD, Captain E. Pröhl, with MAIIS, PASSENGERS,
SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON, on MONDAY, the 27th instant, Cargo and
Specie will be received on Board until 5 P.M., on TUESDAY, the 28th instant, and Parcels
will be received at the Agency's Office until NOON, on TUESDAY, the 28th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 15th May, 1901. [22]

(23)

HONGKONG
HOTEL.

Military Band during dinner on Saturday Nights.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong,

To-day's
Advertisements.

NOTICE.

\$45,000 to lend upon First Class Mortgage Security in large or small Amounts.

Apply—

J. J. FRANCIS,
4, Des Vaux Road.
Hongkong, 11th May, 1901.

TO LET.

No. 6, ICE HOUSE LANE and 3 GO-DOWNS IN DUDDELL STREET.
Apply to— A. RUMJAHN,
Hongkong, 20th May, 1901.

[542c]

FOR SALE.

25 OREGON PINE PLANKS 10' x 3',
Cheap.—
Apply to— C. E. WARREN,
25, Aberdeen Street.
Hongkong, 20th May, 1901.

[544c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND TAMSUI.

THE Company's Steamship
"HAIMUN,"
Captain Davis will be despatched for the above Ports, TO-MORROW, the 21st instant, at Noon.

For Passage, apply to—

DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 20th May, 1901.

[543c]

THE OSAKA SHOSEN KAISHA,
LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.
THE Company's Steamship

"DAIJIN MARU,"
Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 26th instant, at Daylight.

For Freight or Passage, apply to—

THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 20th May, 1901.

[546c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE AND BOMBAY.
(In close connection with the Co.'s Accelerated
Line to TRIESTE.)

THE Company's Steamship
"MELPOMENE,"
Captain Matavich, will be despatched as above on FRIDAY, the 31st instant, P.M.

For Information as to Passage and Freight,
apply to— SANDER, WIELER & Co.,
Agents.
Hongkong, 20th May, 1901.

[544c]

For Sale.

NOW READY.

A PAMPHLET
ON
SOME SERIOUS LOCAL PROBLEMS
AND
A FEW SUGGESTIONS FOR DEALING
WITH THEM.
BEING A LECTURE DELIVERED
BEFORE
THE ODD VOLUMES SOCIETY
BY
MR. H. E. POLLOCK,
BARRISTER-AT-LAW.

To be obtained at the OFFICE of This Paper.
PRICE 50 CENTS.
Hongkong, 1st June, 1901.

NOW READY.

A N ACCOUNT
OF THE
RECEPTION OF H.M.S. "TERRIBLE,"
IN
HONG KONG
AND THE
FESTIVITIES CONNECTED
THEREWITH,
WITH A
WOODCUT OF THE "TERRIBLE."

To be obtained at the OFFICE of This Paper.
PRICE 30 CENTS.

As only a limited number have been printed
intending purchasers should send their Orders
early, for the issue of this interesting souvenir
will soon be exhausted.
Hongkong, 1st June, 1901.

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,
Optician, of London and Calcutta,
may be consulted for SPECTACLES.
at 16, Queen's Road, Central,
(R. HOUGHTON & Co.)

(Nearly opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of "Eye Strain" ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES
only after testing the sight.

ADVICE FREE.

[1454b]

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public
that I have REMOVED MY
Stores from No. 13 to No. 5, D'AGUILAR
STREET.

H. RUTTONJEE,

D'Aguilar Street.

Intimation.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS
OF
AERATED WATERS
IN THE FAR EAST.

OUR NEW FACTORY, facing
the sea at the PRAYA RECLAMATION,
is constructed with every attention
to the best principles that sanitary
science can suggest.

A perfect System of Filtration is
employed guaranteeing Absolute purity.

The Machinery used is of the latest
Type.

A STAFF OF ENGLISH EXPERTS
attends to every detail of the Manu-
facture.

The Waters produced are of the
highest class and excellence; as testi-
fied by the best English makers.

A. S. WATSON & CO. LIMITED,
THE HONGKONG DISPENSARY.
Hongkong.

MARRIAGES.

At the British Consulate, Shanghai, on the
10th of May, FREDERICK WILLIAMS ROW-
LAND, I. M. Customs, Shanghai, to ELIZABETH
MAEL TURNER, of Hongkong.

On the 14th May, at H. B. M. Consulate-
General, afterwards at the Holy Trinity Cath-
edral, by the Rev. H. C. Hodges, M.A., JAMES
HECTOR WATTS, C.M.G., of Tientsin, to
SALOME LOUISA, eldest daughter of Osborne
and Salome Elizabeth Middleton of Shanghai.

The News Press correspondent at Hankow
writes saying that the tea market has already
opened, without much success in any direction.

The buyers, British and Russian, have all
arrived there and have been disappointed be-
cause of the bad quality of tea this year. The
reason given for this is that in the spring just
gone by when the leaves were just coming forth
there had been too much rain in the tea dis-
tricts whilst at the time of plucking the leaves
a sand-storm was experienced. Consequently,
the majority of leaves became muddy and un-
clean. The market price for Ningchow or
Oolong Tea (Black), varies from Tls. 45 to Tls.
50 per picul.

SAYS the Echo of the 11th inst.:—As lookers-
on it is satisfactory to reflect that everything
was done by Foochow, the nearest port to the
scene of the wreck, of the "Sobranie," that
could be done to render assistance in the
time of trouble. Mr. Gibb, of Messrs. Gibb,
Livingston & Co. the Agents of the P.
& O. Company, was most energetic through-
out. H.B.M. Consul, the Vice-consul at Pagoda,
the Chinese Authorities and the
Commissioner of Customs all took their part.
Then Mr. Lachlan of Messrs. Jardine, Matheson
& Co., Mr. Warren of the E. E. Telegraph
Company, at Sharp, Peak, and Mr. McInnes,
Harbour Master at Pagoda, each helped mate-
rially by extending their hospitality to the
disconsolate shipwrecked passengers as the
opportunity presented itself; and we must not
omit to mention the kindness of the Captain of
the "Descartes" in hastening to the scene of the
wreck as soon as he heard of the misfortune,
to be of assistance if necessary: this was very
much appreciated.

We have received the following for publication:

By a Proclamation in the *Gazette* of 18th
inst. exportation of arms and ammunition from
this Colony is prohibited for a further period of
six months from and including May 25th inst.

NOTICE.

Our Special Edition is now on sale and may
be obtained on application. Price fifty cents.
Intending purchasers are advised to order
early. See advertisement appearing elsewhere.

MESSRS. LANKE & ROUGE, courteously inform
us that they have received telegraphic advice
from Mr. W. J. Hale & Co. Saigon, that at Saigon
12 days' quarantining (including passage) is
established against all vessels arriving from
Amoy.

IT is notified in the *Gazette* that ships con-
veying Chinese Passengers, under the provisions
of Ordinance No. 1 of 1889, will not be allowed
to carry them on the Upper or Weather Deck,
between the 1st of June and the 15th of October
inclusive.

FROM the number of prosecutions at the
Magistracy this morning for plying rickshaws
and hawking without licences, one would have
been led to imagine that the bulk of our Chi-
nese population had been amusing themselves
as amateur rickshamen and hawkers.

CMDR. W. C. Pakenham took over
command of H.M.S. "Daphne" yesterday, in
succession to Commander C. W. Winnington-
Ingram, brother of the new Bishop of London,
who leaves for England on the P. & O. S.
Bengal.

The Tientsin paper of the 11th inst. says:—
The 4th Brigade troops who have been doing
duty down the river between here and Taku,
are to be relieved by Hongkong Regiment
units, whose duties on the Tientsin Peking
road are being largely taken over by 14th Sikhs.
We shall be obliged if any subscriber on
receiving his paper late or irregularly will
write on the Wrapper of the paper the Time of
delivery, etc., and forward the Wrapper to the
Manager, *Hongkong Telegraph Co., Ltd.*, 50,
Queen's Road, Central. The wrapper will
enable us to check the delivery coolies.

It may be noticed that we are publishing a
gazette of interest to the shipping community
generally, giving the names of officers on leave,
promotions, transfers, etc. We imagine it will
be found useful by many shipping people here
who can see at a glance where their friends are
at the time. We shall be much obliged for
any information from our readers tending to
keep the column up to date.

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The buyers, British and Russian, have all
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a sand-storm was experienced. Consequently,
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the Chinese Authorities and the
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disconsolate shipwrecked passengers as the
opportunity presented itself; and we must not
omit to mention the kindness of the Captain of
the "Descartes" in hastening to the scene of the
wreck as soon as he heard of the misfortune,
to be of assistance if necessary: this was very
much appreciated.

Some conversation ensued on an inquiry by
the Chairman as to what information this step
had been grounded on.

THE PIRACY OF REUTER'S POLITICAL
TELEGRAMS.

Read letter from Colonial Secretary, dated
18th April, announcing that the Government
were in communication with the Government
of the Straits Settlements, presumably as
to the rules adopted in Singapore for the
regulation of sailing craft in that harbour.
The Secretary said that no further letter had
been received since.

The Chairman said that all they could do
now was to await the result of the Government's
reference to Singapore.

MANILA DECLARED AN INFECTED PORT.

A letter having been received from the
Government on the 15th April announcing
that Manila had been proclaimed by the
Governor in Council to be an infected port,
information of the fact was at once supplied to
the local Press.

The Chairman said that all they could do
now was to await the result of the Government's
reference to Singapore.

THE REGULATION OF SAILING CRAFT IN
HONGKONG HARBOUR.

Read letter from Colonial Secretary, dated
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The Chairman said that all they could do
now was to await the result of the Government's
reference to Singapore.

HEAD QUARTERS,

HONGKONG, May 2nd, 1901.

Sir,—I have the honour to forward the Com-
mandant's Report on the training of the Hong-
kong Volunteer Corps for the past year.

I am glad to see that the numerical strength
of the Corps has attained the highly creditable
total of 366 of all ranks; a strength that I hope
may be maintained, but, I think, need not be
increased.

"L," the Engineer Company, has done
especially useful work in assisting the Royal
Engineers in working the Electric Light
Installations. Major Mould, R.E., speaks very
highly of the attainments of some of the men,
but of others he says they have put in very few,
attendances, and require more training. As
very highly trained men are required for these
duties, I hope that the company will make a
point of maintaining a superior standard of
efficiency in this branch of technical military
training.

In para. 33 the Commandant states that no
Rifle Range was at the disposal of the Corps.
No application for a range was made, and I
may say that, if made, a range would have been
allotted to him, for I hold that volunteers
should be proficients in rifle shooting.

Para. 35.—A Revolver Range is situated
near the Racquet Court, and could very easily
have been made available if an application had
been made for it.

Para. 44.—I hope that next autumn Stone-
cutters' may be at the service of the Corps for
its Annual Camp of Instruction.

At the parade for my Annual Inspection, I
am glad to say that the numbers attending
were good, an increase over that of last year,
although I had again to call attention to the
fact that there were too many "Absent without
leave." I understand that the majority of these
absentees had left the Colony, either perman-
ently or for a few months. In either case
leave should have been applied for.

The parade itself was good. The men were
steady in the ranks; the arms clean; the cloth-
ing of uniform pattern; and the movements
executed showed a marked improvement in
the two previous occasions when I have ins-
pected this Corps. I am satisfied that the
Corps has taken itself seriously and is anxious
to show that it is a reliable factor in the
defence of the Colony.

I have the honour to be, Sir,

W. J. GASCOIGNE,
Major-General,
Commanding in China and Hongkong.

HONGKONG GENERAL CHAMBER
OF COMMERCE.

At a monthly meeting of the General Chamber
of Commerce, held at the Chamber Room, City
Hall on the 18th May, 1901, at noon.—Pre-
sent, Sir Thomas Jackson, (Chairman), Mr.
C. S. Sharp, (Vice-Chairman), Messrs. A.
Haupt, Hon. J. J. Keswick, W. Poate, R. L.
Richardson, N. A. Sicks, H. E. Tonkins,
Hon. J. Thurburn, (ex officio), and R. C. Wilcox
(Secretary).

MINUTES.

The minutes of the last monthly meeting
(held 17th April) and of the special meeting
held on the 27th inst. were read and confirmed.

me. This was about 28th February last. I said he first spoke to me about it and that is why I said that he was the instigator.

The Court then adjourned for fifteen minutes.

On the case being resumed after fifteen minutes, Mr. Pollock, Acting Attorney-General said that he proposed to proceed with the case.

Lo Tsai, stated: I am a prisoner in Victoria Gaol under a sentence of three years for throwing a corrosive fluid on Mr. Reek. I pleaded guilty at last Sessions. I was a coolie and had been employed in the Naval Yard. I know Yuen Kuen. He spoke to me about throwing fluid over Mr. Reek. The first time was on the evening of 13th March between seven and eight. He came to my place in Fortune's Bazaar.

Mr. Francis objected to witness being asked what Yuen Kuen said to him, but the objection was not allowed.

Witness continuing.—He said, "There is an old grudge existing between a foreigner and a storekeeper." He asked me if I would go and throw medicine water on the storekeeper. I said, "That is very serious." Then he asked me to go and do it and offered me ten dollars if I would. I said, "I am not going to do it."

He said, "you need not be afraid about it; I will engage a lawyer to help you." I then asked what sort of medicine water and was told it would do any harm. I did not promise to do it then. When he was leaving he said he would call again next night. About nine next evening Yuen Kuen came again. He said,

"Don't you forget to attend to that matter; I'll give you a few dollars more; you go up there to-morrow and I will give you the medicine water. On the following morning, about six o'clock, I and Lo Tsai went to Ship Street where we met Loong Pin. We went as far as Wing Fung Street and there I saw a European. Yuen Kuen then took me into a lane and gave me a cent to buy a bowl, which I did, and then returned to the Praya where Yuen Kuen gave me a bottle half full of medicine water. Yuen Kuen said the storekeeper would arrive by the convent at about 6.35. We were walking about ten minutes and he said, "as soon as he arrives here, throw the water and run." I hesitated but he said I need not be afraid. About 6.35 the storekeeper was approaching. When he was about 5 or 6' away from me Yuen Kuen pointed him out. At his request I poured the medicine water into the bowl and while I did so Yuen Kuen walked away. When the storekeeper came up, I poured the stuff over him and ran away. I was arrested at Wanchai the same afternoon about four. Yuen Kuen did not mention any name to me, he simply said foreigner."

Mr. Francis had no questions.

By His Lordship.—I knew the Prisoner from being employed in the Naval Yard. I knew his name.

Thomas Jabez. Wilde.—Assistant Government Analyst deposed to having examined the cloths worn by Reek, on the day of the outrage. The stains were those of nitric acid. Nitric acid was a corrosive fluid.

F. G. Reek, whose face bore a frightful scar caused by the acid, stated: I am leading man of stores at the Naval Yard. I have been there since 9th June, 1899. Prisoner was already there when I came. He is a storehouseman and I am his immediate superior. I have had occasion to speak to him on about a dozen occasions about stores being out of their proper places in the store. I never reported him. I lived in a flat in the same house with him, but did not meet with him. I had the upper flat and he the lower. I was living there about eleven months. I did not rent the flat from Prisoner but from an agent. He did his work fairly well so far as I am aware. I had nitric acid poured over me on 14th March as I was on my way to the Naval Yard. I was wearing the clothes produced. I suspected nobody and was not aware of anyone who bore me any grudge. I have been under medical treatment until a week ago.

Mr. Reek here explained the nature of his injuries.

Continuing—I have never quarrelled with Prisoner or anyone else.

By Mr. Francis.—I was in Naval Service when I came here. The faults found with Prisoner were minor ones and were always rectified; he seemed to receive them without grumbling. When I left his house we were on friendly terms and have been so ever since. His work was quite satisfactory so far as I was concerned. I have had occasion to find fault with Yuen Kuen and once reported him and he was fined a day's pay.

John Hays, stated.—I am a solicitor and managing clerk in Johnson Stokes and Master. I defended Yuen Kuen at the Police Court. During the hearing I went up to the Gaol once to see him and took an interpreter with me. I next saw him on the 3rd April, also at the Gaol, and on 17th April I saw him a third time with my interpreter and Mr. Robinson. On the 17th April I saw the Prisoner in my office. He came in at 12.10. He was shown in, by a clerk, and after the usual civilities had been exchanged, he said I understand you are defending a man called Yuen Kuen at the Sessions. I said yes. He then asked if all our fees had been paid and on being told yes, said that if any more was wanted he would pay it. I told him he need not trouble. He then said "Supposing you get Yuen Kuen acquitted at the Sessions you will want more." I said no, we did not take cases on spec. He again assured me that if we did want more fees he would be happy to pay them. He then said "The names of some Europeans have been mentioned in the matter, haven't they?" I said "yes there have" (it is not good grammar). My Lord, but I said it. He then said "Has Yuen Kuen mentioned any names?" I said yes, but that I was not at liberty to mention them. He then asked if I had any means of making Yuen Kuen hold his tongue. I said "no I can't make him hold his tongue; I can't put my hand in front of his mouth and stop his speaking. I can only advise him as to what to say at his trial." He then said he hoped no names of Europeans would come out at the Sessions and that I would keep the names of Europeans back. I said I could make no promises. That if it was necessary names would be mentioned, both in the interests of my client and of justice. I at the same time told him that if it was not necessary to mention names they would not be mentioned. I asked him why he took an interest in a matter that only concerned a coolie. He said he had known Yuen Kuen, Mr. Reek and other labourers in the Naval Yard and they had worked together so long that he took an interest in him. He then said "I would be rather hard on me to have my name dragged in after I have found the money." Then he went away. I dictated a statement to a shorthand clerk of what took place and after he had transcribed it I corrected it. Prisoner came in at 12.10 and I dictated my statement to one.

By Mr. Francis.—I jumped to no conclusions. I had grave suspicions as to Allen being mixed up in the vitriol throwing. This was partly the reason I had a record of the statement made. I also thought it was an incriminating statement and might have to be referred to. I had not briefed Mr. Robinson formally at the time. It was partly on account of the interview that Mr. Robinson went with me to see Yuen Kuen. Allen and Reek were the names I meant when I said names had been mentioned in connection with the case. Allen was, so far as I know, the only one whose name was coupled with the crime. I said "names of Europeans" because Reek's name as well as

NEWS FROM THE NORTH.

PEKING, May 14th.

It is announced to-day from headquarters that everything is now quiet on the borders of Shansi, west of Peking. The nearest Chinese garrison is situated at Tatung, in Shansi, where there are 3,000 men and thirty guns.

According to the reports of Lieut. Kirsten quiet also prevails in the south-west of the province of Chihli. The nearest Chinese garrison in that district is at Lingshouhsien (about 15 miles N.W. of Chengtingfu), and 70 miles S.W. of Paoingfu, within the province of Chihli).

Lieut. von Kummer reports that the districts north-west of Kalgan are being disturbed by Mongolian troops, who threaten the mission stations.

The headquarters have issued orders in consequence that the Second Squadron of the East-Asiatic Cavalry, and the second company of the Second Regiment of East-Asiatic Infantry proceed at once to Kalgan. The base of operations, however, will remain at Chatao, on the Great Wall. It is intended that later, Chinese troops shall garrison Kalgan in place of the Germans.

Notwithstanding the official reports, the following telegraphic information reaches here from Paoingfu: Bands of robbers again overrun the entire country south of Paoingfu. They have quite recently attacked a Chinese Christian village about 18 miles south of Paoingfu. The Boxer movement is reviving everywhere.

The German soldier on police duty who shot the Russian officer, Lieut. Captain Telyakowski, has been discharged, the inquiry having proved that he acted in self-defence.

NEWS FROM EUROPE.

BERLIN, May 14th.

The demolition now going on of the East Asiatic Company's old premises in Oriental Avenue leaves open to view the bar and dining room of the original Oriental Hotel of fifteen years ago. And what memories these old blank walls conjure up—shades of many long since departed across the great Divide: recollections of the living many of them yet among us! They are in truth a motley lot of ghosts that crowd around the crazy old walls.

The gold mine promoter, whose banking account was the least prominent of his virtues; the Oxford clergyman who talked of the "d-d" Communion; the Lieut.-Colonel of N. I., slightly touched with the sun that shone at the "breach at Dehli"; the Count; the Baron; the Professor; Doctors galore; the rest Captains. Nor can one forget the gallant Jack and Salje "mine hosts" the best and fattest of caterers; "Jimmy" Marable, the electrical engineer, on a three years' strike with full pay; and Salmon, veritable embodiment of a bar-room Hawkeshaw. We can see them playing their interminable "Help yr neighbour", a then popular game. The stakes were "drinks"; the implements dice and a piece of chalk. All played even if they gave no more solid assistance to one another. To drink was a point of honour, and its importance was never forgotten. Peace be to their manet! The old singer in Bangkok, as elsewhere, is always eager to impress on one that the world went very well then, and that these are degenerate days. But as he sees the last few planks of the old building torn down, one may doubt if in his heart he does not believe that it is well that the old order has passed.—*Bangkok Times*.

It is rumoured that the action of the Korean Government is due to French and Russian intrigue, and that Japan is giving diplomatic assistance to England. Certain it is that our representative at Seoul is to receive all possible support, and every preparation has been made to send a small expeditionary force to Chemulpo.

On receipt of the dispatches, preparations were immediately made, by the Commissioner, Major-General Dorward, to send a force of 1,500 troops by H.M.S. *Terrible* to Chemulpo. The expedition is under orders to leave at six hours' notice.

THE TROOPS UNDER ORDERS

include the 2nd Company, Southern Division, R.G.A., with 4.7 in. guns and several 12-pounders, all under Major Powells.

Of the First Chinese Regiment six companies of 100 men each will be commanded by Major C. D. Bruce.

Major Davies is to take four companies of the 28th Madras Infantry.

Detachments of Marines, the Bombay Sappers and Miners, and the Royal Engineers are to swell the total. Major Gen. R.A.M.C., will take charge of No. 1 British General Hospital, and No. 1 Native General Hospital.

The whole force is to be commanded by Major-General Dorward, C.B., D.S.O., and Captain Colomb, D.A.A.C., will be Chief of the Staff.

Should it be necessary to dispatch this expedition Lieut. Col. Lowry, commanding the 28th Madras Infantry, will be Acting Commissioner in General Dorward's absence.—*N. C. Daily News Co.*

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The whole force is to be commanded by Major-General Dorward, C.B., D.S.O., and Captain Colomb, D.A.A.C., will be Chief of the Staff.

It is also understood that besides the indemnity amounting to 450,000,000 taels, there appears to be interest to the extent of 8,000,000 taels which is to be calculated, and paid in several instalments within 30 years.—*New Press*.

The Kiangsu Mint.

A dispatch from Nanking reports that H. E. Liu K'un-yi, Viceroy at Nanking, has

received a telegram from Peking to the effect

that the amount of the indemnity has been

settled at the sum of 450,000,000 taels, this

amount excluding the indemnity to be payable

to the Foreign Merchants in the North for

damages done to their properties during the

Boxer disturbance.

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Press.

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several instalments within 30 years.—*New*

Press.

FOREIGN TROOPS WITHDRAW

TO TIENSIN.

The New Press of the 15th inst. says:

On the 9th instant, the Chinese Peac-

Plenipotentiaries received official despatches

from the various Foreign Ministers at Peking

in which the latter officially informed the

former that commencing on the 8th instant,

and occupying 3 or 4 weeks, the foreign troops

now in Peking would be withdrawn to Tien-

sin.

A FLOATING EXPOSITION FOR

THE ORIENT.

A novel proposition to send to the Orient a

floating exposition of American products is

attracting wide attention on the Pacific Coast

of America. Mr. George A. Newhall, president

of the San Francisco Chamber of Commerce,

said on the subject: "To my mind no more

practical method has ever been suggested for

introducing American products in foreign lands,

and especially in the Far East, where con-

servative people rarely travel abroad, and can

be educated to an appreciation of our goods,

only by carrying to their very doors examples

of what we have to offer them, California and

San Francisco would receive especial benefit

from such an exposition sent upon Pacific

waters. Fronting us on the threshold of a mighty development, and presenting almost unparalleled opportunities for the extension of Western commerce. If we do not rise to the occasion, and by all the means at our command demonstrate the superior excellency of American products and manufactures, the European nations will pre-empt the field. The idea of a floating exposition is by no means wholly experimental. Some ten years ago Germany initiated the plan, and demonstrated its efficiency as a means of securing and extending trade. Our country assumes no risk in undertaking an enterprise whose success has already been proved on a small scale by that most practical of nations. It remains for this country to render it effective on a larger and grander scale, including a compensation return."

AGENDA.

TO-MORROW.

Noon—N. Y. K. steamer *Mitsie Maru* leaves for Japanese ports.

3 p.m.—C. S. N. steamer *Suisang* leaves for Indian Ports.

WEDNESDAY, 22nd.

Daylight—O. S. K. Co.'s steamer *Anping Maru* leaves for Coast Ports.

Noon—Ordinary General Meeting of Messrs. A. S. Watson & Co., at the Dispensary.

Noon—Public Auction by Messrs. Hughes and Hough, at their Sales Rooms of the British steamer *Sabreton*, and the portion of her cargo remaining on board.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MIE MARU	MOJI, KOBE and YOKOHAMA	TO-MORROW, 21st May, at Noon.
M. Yagi		Noon.
WAKASA MARU	KOBE and YOKOHAMA	FRIDAY, 24th May, at Daylight.
J. B. MacMillan		
ROSETTA MARU	NAGASAKI, KOBE and YOKO-	FRIDAY, 24th May, at Noon.
N. Tate	HAMA	
HIROSHIMA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 24th May, at Noon.
S. Yoshizawa		
KASUGA MARU	SYDNEY and MELBOURNE, via MANILA — THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 24th May, at 4 P.M.
H. Fraser		
INABA MARU	MARSELLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, and COLOMBO and PORT SAID	FRIDAY, 31st May, at Daylight.
W. Bainbridge		

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 15th May, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.



PROPOSED SAILINGS FROM HONGKONG.

NISSON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)

Tuesday, 11th June, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)

Thursday, 4th July, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)

Tuesday, 30th July, at Noon.

THE Twin Screw Steamship

"NISSON MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 11th June, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 18th May, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

T H E Steamship

"BENGAL."

Captain S. Barcham, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 23rd instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo, for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 11th May, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.

TONS.

Captains.

Proposed Sailings.

Victoria 3,502 J. Panton ... May 28

Bratnair 3,601 W. Watt ... June 7

Glenogle 3,750 W. Frakes ... June 28

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52. Excellent accommodation. First-class Table, DOCTOR and STEWARDESSE carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 41 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KUNDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED,

General Agents.

Hongkong, 6th May, 1901.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

AFRIDI 24th May.

HILLGLEN 24th June.

LOWTHER CASTLE 10th June.

HEATHBURN 17th July.

For Freight and further Information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 15th May, 1901.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

Via The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA" SATURDAY, 25th May, at Noon.

"DORIG" SATURDAY, 1st June, at Noon.

"PERU" TUESDAY, 18th June, at Noon.

"COPTIC" THURSDAY, 27th June, at Noon.

"CITY OF PEKING" SATURDAY, 13th July, at Noon.

"GAELIC" TUESDAY, 23rd July, at Noon.

THE P. M. Company's Steamship "CHINA," will be despatched for SAN FRANCISCO, SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 23rd instant, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

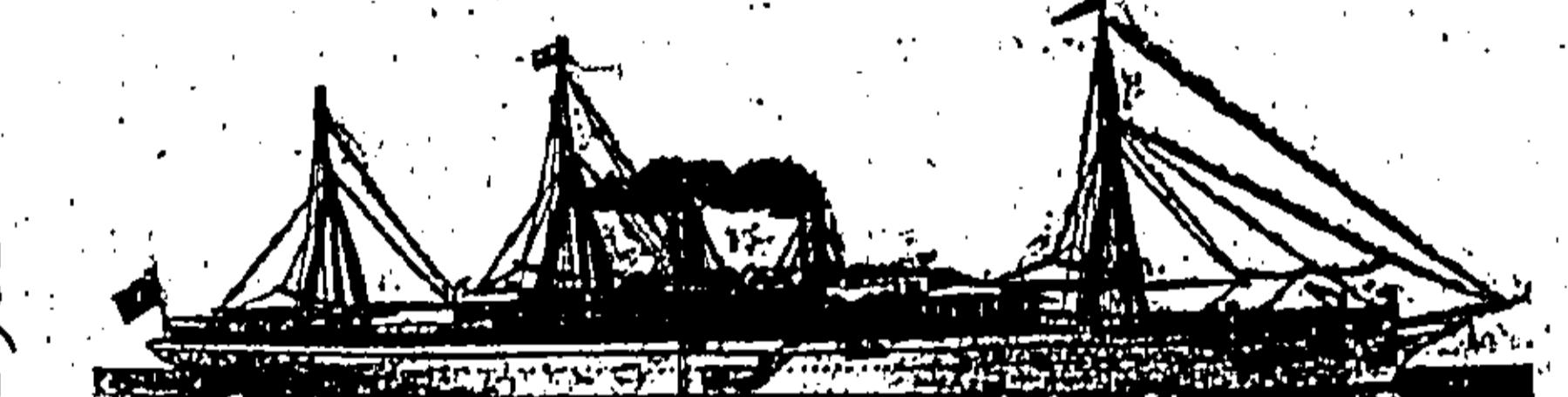
Special rates (First class only) are granted to Missionaries, Members of the Naval and Military Services, and Consular and Diplomatic Officials of the Governments of China and Japan.

For further Information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 7th May, 1901.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA ...Comdr. R. Archibald, R.N.R.WEDNESDAY, 5th June.

EMPEROR OF INDIA ...Comdr. O. P. Marshall, R.N.R.WEDNESDAY, 26th June.

EMPEROR OF JAPAN ...Comdr. H. Pybus, R.N.R.WEDNESDAY, 17th July.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which Passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 15th May, 1901.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

SUEVIA HAVRE and HAMBURG (Calling at SINGAPORE). 24th May. Freight.

Wagner HAMBURG (Calling at SINGAPORE). 31st May. Freight.

SEGOVIA HAVRE and HAMBURG (Calling at SINGAPORE and PENANG). 31st May. Freight.

WITTENBERG HAVRE and HAMBURG (Calling at SINGAPORE and COLOMBO). 10th June. Freight.

Hempel HAMBURG (Calling at SINGAPORE and COLOMBO). 10th June. Freight.

For further Particulars, apply to

INCREASE OF POPULATION.

The following extracts from the *Literary Gazette* on the United States increase of population will be found interesting, as applying to countries and nations in general:-

The remarkable increase of population predicted for the United States by Dr. H. S. Pritchett in a recent article in *The Popular Science Monthly* was noted not long ago in these columns. From a study of the past increase, the writer attempted to deduce the law governing it, and this law was then applied to estimate the future increase. This process, which is called by mathematicians "extrapolation," is acknowledged by them to be exceedingly risky, even in pure mathematics, and it is doubly so in application to matters where future conditions are imperfectly known. In a communication to the magazine in which Dr. Pritchett's article appeared, Charles E. Woodruff, an officer in the regular army, asserts that the writer has not even taken into account some very well-known conditions. He says:

"He does not seem to have taken into consideration the density of population and what we might call the saturation-point, or the maximum population which can be fed. A population far below its saturation-point will increase rapidly, but when it saturates the land there is no increase, and as we approach our saturation-point our rate will rapidly diminish to zero."

"We do not know what our saturation-point is under the present conditions of food production; but we produce far more than is needed for our twenty people per square mile. Nor can we estimate our future saturation-point, for no one can presume to predict what science will enable us to do in the way of food production, other than what, by present methods, can be forced from the soil. We can only estimate our limit, basing it upon the known densities in countries which have always been populated to their limit."

"The saturation-point rises with civilization just as the saturation-point of air for water rises with the temperature. Cultivated land is said to produce 1,600 times as much food as an equal area of hunting land. Denmark, for instance, could support but 500 paleolithic people, and when their culture rose to the level of the present Pagans, 1,000 could exist, and 1,500 of those on the level of the natives of Hudson's Bay. In the pastoral stage each family requires 2,000 acres, and France could not support 50,000 of such people. For centuries after the Norman conquest the whole of Europe could not support 100,000,000, or about 25 per square mile, while now there are 81."

"The saturation-point may remain stationary in an arrested civilization, the writer notes. China, for instance, is said, to have had 100,000,000 for many centuries. On the other hand, in lands where food can be bought from abroad and paid for by manufactured goods, the population can go beyond the saturation-point. Great Britain is said to import one-third of her food, and her 300 people per mile place her far beyond the point of saturation. When the countries from which she buys have no surplus for sale, her population must decrease to about 200 per mile, which is all that she can feed. Should her factories fail through foreign competition, so that she cannot buy, she will also decrease in population, just as Ireland has done since the beginning of the last century. The writer goes on to say:-

"America was saturated by savages in pre-Columbian times, and they were constantly at war for more room; but the land has always been far from saturation for civilized whites. Though we now export enough food for a large population, we cannot produce very much more, for all the useful land is now taken up. Fully sixty per cent. of the arid lands west of the 100th degree of longitude will never have water on it, and that alone will forever prevent us being as densely populated as Europe. Perhaps we can now support fully 125,000,000, or 34 per mile, a point which Dr. Pritchett calculates we shall reach in 1925, at our present rate. By that time we shall have farms on ten or fifteen per cent. of the arid lands, the limit of possible irrigation, and perhaps then we can support 200,000,000, the calculated population for 1950; but it is difficult to see how we can feed 500,000,000, our calculated numbers a little over a century hence, for that would be a density of about 125 per mile--far greater than Europe."

"It is also difficult to see how science is to produce food indefinitely, for the real basis of food production is the soil and vegetation, such as the changing of cellulose into starches and sugars. The possible limit is the amount of the sun's energy we can capture through vegetation. The calculated population of a thousand years hence, 41,000,000,000, or 11,000 per mile, is not at present conceivable."

The law of population, the writer points out, is that its increase depends upon its density, irrespective of the birth-rate. At the saturation-point the death-rate and the birth-rate must be equal, as they are now in China, where there is at the same time a large birth-rate and also frightful destruction of life by pestilence, famine, and murder. He goes on to say:

"Our civilization will never tolerate such mortality, nor can the surplus migrate, as it has been doing from Europe for four hundred years. Yet we need have no fear of future famines and pestilence due to overcrowding and as necessary in India and China, for the solution of the problem will come of its own accord in a natural limitation of the size of families. . . . By the time we have reached our maximum growth, it is quite likely that the number of children in American families will be less than three, or just enough to compensate for unavoidable deaths and still keep the population stationary. The deliberations of the Malthusian societies may appear very absurd, but they are merely discussing things which are sure to come about naturally and not artificially."

"Thus in Dr. Pritchett's estimates of our future population of 11,000 per square mile being based upon the rates of increase in a country far below its saturation-point, it seems that a better formula could have been obtained by taking the increases in European countries which probably have been saturated since the glacial times and supersaturated ever since they became maritime powers and could import food. Thus England had 5,000,000 in 1650, and only 6,000,000 in 1750 and less than 9,000,000 in 1800; since then, through food importations due to commerce, her rate of increase has been about thirteen per cent. per decade. Our rate, as above stated, was thirty-two per cent. in 1800, twenty-four per cent. in 1850, and the time it will be thirteen may be long before 1950, and it is quite likely to be zero with a century or two."

"Our country will never contain more people than it can feed, and the struggle for existence or the stress of life will not be a particle more severe than now. Since the first paleolithic man appeared on the scene, Europe has supported as many men as she could and has thus been at the saturation-point, ever on the verge of over-population, leading famines, wars of expansion, and other forms of death, so that there has always been the same struggle for existence we see now, and that struggle can never be more severe than it has always been there. The course of civilization would even justify a prediction that life will be made easier, so that posterity may pity us as we pity our savage ancestors in their terrible struggle for existence."

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:-

Arthur, T. Larklin, A.
Auger, Bishop Van Leon, C.
Armistead, Miss A. J. Lion, A. D.
Anderson, R. A. J. Lawson, J. H.
Awjamin, Miss Minchin, D. J.
Abern, Mr. Molty, M.
Agathe, G. Moothouse, J.
Bannerman, J. Merry, Mrs. D. J.
Burson, Chas. Menasch, L.
Bent, G. Moore, J. W.
Bryant, M. R. Murphy, Mrs. F.
Bernedo, J. G. G. Marcus, T. R.
Bird, W. B. McGregor, A.
Bobin, O. Mills, W.
Bubning, N. Maxwell, Lieut. D. H.
Hastcheky, M. de Myer, J. D.
Barion, Miss A. C. Matisse, J. F.
Barion, A. L. J. Mui, Miss A.
Buisinne, W. T. Murphy, Capt. A.
Benhan, Me. Mein, W.
Burroughs, Miss Morrison, Father.
Aytor, A. C. Masson, S. H. B.
Boyd, Mrs. J. Nash, F.
Bergerowski, C. Nato, F.
Burton, H. Nicoll, J. A.
Candler, W. Neilson, E.
Chadring, Brothers & Co. O'Brien, J.
Carpenter, F. G. Osaka, Miss
Child, H. E. Oakley, Miss
Chapman, W. O'Conor, Mrs. J. M.
Carbridge, J. Oakley, Miss
Collegen, Capt. V. Palmer, J.
Comie, Mrs. Partridge, Dr. L. S.
Cribill, G. Phillips, C. F.
Cooke, L. F. Peterson, J.
Graig, J. Poerned, J. G.
Chanes, L. L. Pillony, J. R.
Comrie, I. P. Patterson, J. H.
Chu, Miss R. Paisis, G.
Cunnington, J. C. Pintowsky
Cuncin, Mrs. Parkinson, Dr. T. W.
Drewes, Capt. H. Pereira, Miss S.
Dannenberg, Miss E. Plummer, H. A.
Darlington, H. Prince, Miss
Dautkewich, P. Pereira, F. G.
Dunbar, T. E. Perkey, Mrs. S.
Dipple, Mrs. Rosa and Lilly
Deas, W. P. Ross
Dudson, W. Riel, G.
Darley, Miss H. Reutens, J. W.
Dean, F. Rigby
Etienne, C. Rippin, J.
Ettel, L. Rechenmoohoy, H.
Elkins, S. B. Rivington, C. F.
Edmunds, H. W. S. Rose, R.
Fernandez, V. D. Ramos, A.
Frieburg, S. S. Read, Miss M. B.
Fabris, G. Rusby, C. B.
Freeman, Miss V. W. Roberts, J.
French, Mrs. Riogen, Capt. A.
Fui, J. P. Reid, Capt. T.
Goetz, F. Ryder, J.
Grant, W. Ruse, E. P.
Gyr, H. W. Reynolds, R.
Glendinning, R. Roose, A.
Goodwin, L. Robert, H. C.
Georgeson, J. Rouss
Grant, J. K. Rous
Grinstein, B. Rupp
Gomes, J. Samborn, F. G.
Greenwood, T. Sheller, W.
Green, Mrs. G. Sylvester, F. W.
Grimes, J. B. Sculian, J.
Gordon, J. A. Solomon, Major L. L.
Graham, Miss L. Smith, W. A.
Harkens, J. Saad, J.
Herbinville, L. D. Stewart, Messrs. J. & G.
Honey, B. Sicon, E.
Hardy, R. J. Sitar, Miss E.
Hatcher, H. Steel, Esq.
Hoag, P. V. Stephens, G.
Hooley, P. F. G. Shrewsbury, R. W.
Hovemeyer, F. C. Stanley, N. L.
Huby, G. Sawada, Miss
Harrison, Mrs. P. Sare, Miss G.
Hamilton, Mrs. J. Schuh, S.
Hallard, F. J. Stanley, L.
Heacock, A. Smith, C. T.
Hay, Rev. N. E. Siv, R. T. P.
Hark, G. Spieler, O.
Hall, E. Sing, A. H.
Hendersen, W. L. Turney, A. H.
Heaney, Mrs. Thom, Capt. J.
Hawler, W. L. Tomiykin
Hakata, C. Torre, T.
Harding, H. G. Talbot, B. W.
Harwood, T. Thornburgh, Mrs. R. M.
Hughes, E. Takenowchi, Miss H.
Hughes, Mrs. Tischer, J.
Ingle, F. Touzalin, R.
Inslay, Mrs. H. R. Tsan, Mrs.
Johnson, J. Thomas, H.
Jeffries, Rev. M. Underwood, J.
Joasiano, S. Venturini, A.
Jor, A. (Sailor) Vandervel, Mrs. M.
Jenkins, C. M. Westco, Mrs. H.
Janot, J. Wheate, W. E.
Jama, Mrs. Wallace, F.
Jansson, Andreas Whit, S.
Jarkpatrick, M. C. Westrop, Miss Wilkins, Mrs.
Kinn, C. H. Wilkins, Mrs. Weedon, G.
Kelper, G. Wheeler, A.
Karmantz, S. Woods & Co.
Kirk, R. Weinberg, O.
Kuhn, F. Wren, F. W. E.
Kneule and Steiff Wolfenden, H. W. H.
Kukman, G. Watts, Mrs.
Knapp, Jr., W. Ward, E.
Kobruson, C. J. Young, W. R.
Lawring, C. C. Zinn, G. A.

List of Registered Covers in Poste Restante.

Ahmed Dean, I.P.C. Johnson, C. E.

638 (2) Koch, Carl

Abda Khan, I.P.C. 798 Kader Hadjie Mohamed Abdul

Attare Khan, No. 774 Kahn, R.

Blank, Miss A. Arran Kemp, A. C.

dale, Southport: (1) Ludah Singh

Returned. Mohamed Akbar

Buta Singh Montero, F. M.

Bova and Co., Supt. Massey-Lee, J. H.

Burke, Alli Khan, I.P.C. 836 McKay, Charles

Bergmann, B. & R. Morris, Capt. R. R. A.

Brimble, Capt. A. Mondha Singh

Bortolo, B. Mohamed

Babal Singh Murad Khan I.P.C. 529

Clarkson, G. Mayson, William

Chunda Singh, I.P.C. 585 MacVeght, E.

Nom, C. & S. Q. Queen's Road Central.

Clarke, J. McNaib, J.

Chao, H. V. Mirza'Sadig

Crane, E. H. Nogueira, F.

Cox, Miss M. J. Nogueira, M.

Cotewall, Miss F. Nawab Khan, I.B.C. 637

Darnelli, Miss F. N. C. III.

Delhi, N. M. Khan Ota (Malta), to Omuh,

Dean Singh, I.P.C. 547 Praya East, Wan-

Dit, A. chai, Hongkong.

Fatimae (Bombay) Ohaten, Madame

Fatimae, (2) Prits, E.

Fatimae (Bombay) Pederson, C.

441

Felicie, Blaz Fossisane, A.

Ferreira, F. X. P. Fréscis, R.

Firampton, Mrs. (3) Ran, Dhor Singh

Fairis, G. (Singapore) Ryan, A.

Gahor Khan Ramill

Gewanal Singh, I.P.C. 807 Roberts, J.

Garcia, R. Rublee, Hon. Wm. A.

Gulab Khan, I.P.C. 509 Sultan Mahomed

Gulab Khan, I.P.C. 509 Shores, D. M.

Gulab Khan, I.P.C. 509 Smith, Harry

Gulab Khan, I.P.C. 509 Schlichting, Mrs. (1pcl.)

Gulab Khan, I.P.C. 509 Shi Pui Ting, (Cosmo)

Gulab Khan, I.P.C. 509 politan Dock).

Handi, J. (Manila), To Staden, J. T.

Hanck, Constance Hand, Simons & Co., J. R.

The Share Market.

LATEST QUOTATIONS.
(May 20th).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation.	\$125	380 % premium [sellers]
The Bank of China & Japan, Limited. (Preference)	£ 5	Nominal
The Bank of China & Japan, Limited. (Ordinary)	£ 4	£ 1
The Bank of China & Japan, Limited. (Deferred)	£ 1	£ 5.5 buyers
National Bank of China, Ltd.	£ 8	£ 27 buyers
Do. Friends Marine Insurances.	£ 1	£ 15 sellers
Union Ins. Society of Canton, Ltd.	\$ 50	\$ 335 buyers
China Traders' Co., Ltd.	\$ 25	\$ 59 buyers
North China Ins. Co., Ltd.	£ 25	£ 180 buyers
Yangtze Ins. Assoc., Ltd.	\$ 60	\$ 125
Canton Ins. Office, Ltd.	\$ 50	\$ 180 sellers
Straits Ins. Co., Ltd.	\$ 20	\$ 1
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$ 360 sellers
China Fire Ins. Co., Ltd.	\$ 20	\$ 871 sellers
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited.	\$ 15	\$ 344 sales
Indo-China Steam Navigation Co., Ltd. & China & Manilla S.S. Co., Ltd.	£ 10	£ 32 buyers
Douglas Steamship Co., Ltd.	\$ 40	\$ 65 sellers
China Mutual S. N. Co., Ltd. (Prop.)	£ 10	£ 12 buyers
China Mutual S. N. Co., Ltd. (Oriary)	£ 10	£ 12 buyers
Star Ferry Co., Ltd.	£ 10	£ 7 buyers
"Shell" Transport & Trading Co., Ltd.	£ 1	£ 3 sellers
China Sugar Refining Co., Ltd.	\$ 100	\$ 134 sellers
Luxon Sugar Refining Co., Ltd.	\$ 100	\$ 38 sellers
Mining.		
Punjom Mining Co. Ltd.	\$ 8	£ 74 buyers
Punjom Mining Preference Shares.	\$ 1	£ 40
Société Française des Charbonnages de Tonkin.	Frs. 250	\$ 320 buyers
Queen Mines, Ltd.	25 cts.	7 cents sellers
Jelebu Mining and Trading Co., Ltd.	\$ 5	£ 25 sellers
Raub Alian Gold Mining Co., Ltd.	175.10d.	\$ 20 sellers
Oliver Freshfield Mines, Ltd. A. & Oliver Freshfield Mines, Ltd. B.	£ 5	£ 24
Hongkong Wharves and Docks.	\$ 5	£ 18 buyers
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	£ 317
Hongkong and Kowloon Wharf & Dock Co., Ltd.	\$ 50	£ 104 buyers
Wanchai Warehouse & Storage Co., Ltd.	£ 37	£ 63 buyers
New Amoy Dock Co., Ltd.	£ 61	£ 224 buyers
Lands Hotels and Buildings.	10	£ 98 buyers
China Provident Loan & Mortgage Co., Ltd.	£ 10	£ 198 sellers
Hongkong Land Investment & Agency Co., Ltd.	£ 30	£ 30 sellers
Kowloon Land and Building Co., Ltd.	£ 30	£ 30
West Point Building Co., Ltd.	£ 50	£ 66 buyers
H'kong Hotel Co., Ltd.	£ 100	£ 130 sellers
Oriente Hotel Co., Ltd.	£ 100	£ 80 sellers
Humphrey's Estate & Finance Co., Ltd.	£ 100	£ 14 sellers
Cotton	Mills.	
Hengkong Cotton Spinning & Dyeing Co., Ltd.	\$ 100	£ 74 buyers
Evo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 50 buyers
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 45
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 55
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 325
Yehlong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 25
Cigar Companies.		
Alhambra, Limited.	\$ 500	100 % p. buyers
La Comercial, Ltd.	\$ 500	100 % p. buyers
Honsiana Limited.	\$ 500	par buyers
La Favorita.	\$ 500	100 % p. sellers
Miscellaneous.		
Great Island Cement Co., Ltd.	\$ 10	£ 104 sellers
China-Borneo Co., Ltd.	\$ 15	£ 88 sellers
A. S. Watson & Co., Limited.	\$ 10	£ 17 buyers
Watkins, Limited.	\$ 10	£ 94 sellers
Hongkong Electric Co., Ltd.	£ 5	£ 24 buyers
Hongkong, Electric Co., Ltd.	£ 5	£ 64 buyers
Hongkong and Jintin Gas Co., Ltd.	£ 10	£ 133 buyers
Hongkong Royal Manufacturing Co., Ltd.	£ 50	£ 157 nominal
Geo. Fenwick & Co., Ltd.	£ 15	£ 55 sellers
H'kong Tel Co., Ltd.	£ 25	£ 175 buyers
H'kong High-Low Tramways Co., Ltd.	£ 100	£ 225 buyers
Dairy Farm Co., Ltd.	£ 6	£ 7 buyers
Hongkong and China Bakery Co., Ltd.	£ 50	£ 50 sellers
Campbell, Mour & Co., Ltd.	£ 10	£ 20
Bell's Asbestos East. & Agency Co., Ltd.	£ 1	£ 11.10 sales
United Asbestos Oriental Agcy, Ltd.	£ 4	£ 11.10 buyers
Tobacco Planting Co., Ltd.	£ 5	£ 3 sellers
Universal Trading Co., Ltd.	£ 20	£ 20 sales
H.K. Steam Water-boat Co., Ltd.	£ 5	£ 7
China Light & Power Co., Ltd.	£ 20	£ 20
Robinson Piano Co., Ltd.	£ 50	£ 50
BENJAMIN, KELLY & POTTS, Share Brokers.		
Telegraph Address—"Rialto."		

VISITORS AT THE HONGKONG HOTEL.

Andrew, Mr. S. A.	Kirsch, Mr. E. A.	Haichino, British steamer, 1,267, T. P. Hall, 2nd May.—Tamsui via Amoy, and Swatow 8th May, General—Douglas, Lapinck & Co.
Angus, Mrs.	Kione, Mr. and Mrs. F.	Hainum, British steamer, 636, W. J. Davis, 18th May—Foochow 15th May, Amoy and Swatow 17th, General—Douglas, Lapinck & Co.
Arnold, Mr. H.	King, Maj. H. S. R.E.	Auld, Mr. J. S.
Atkinson, Mrs. & Miss Kirkwood, Mr. J.	Liblair, Mr.	Bailey, Mr. W. S.
Baldy, Mr. R. S.	Littledale, R.E., Major Bell, Mr. and Mrs. O. M. D.	Handy, twin screw, torpedo-boat destroyer 260 tons, 6 guns, 4,000 i.h.p., in reserve.
Benjamin, Mr. D.	R. P. Hall	Hart, twin screw, torpedo-boat destroyer 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. Novakovskiy, at Shanghai.
Beringer, Mr. F. J. G.	Long, Mr. & Mrs. D. M.	Förel, Russian torpedo boat, 350 tons, Capt. G. C. Handy.
Berg, Mr. V.	Macdonald, Mr. D. (2)	Hermione, two-class cruiser, 4,560 tons, 10 guns, 9,000 i.h.p., Capt. R. S. D. Cumming, Hongkong.
Blatz, Mr. D. F.	Marlow, Mr.	Humber, storeship, 1,640 tons, 800 i.h.p., Com. J. H. Davison, Shanghai.
Brundrett, R.N., Lt. & infat.	Matlock, Mr. S. C.	Iota, 2nd-class cruiser, 5,050 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, Wei-hai-wei.
McWilliam, Mr. J.	McLellan, Mrs.	Janus, torpedo-boat destroyer, in reserve.
Brooks, Major & Mrs. J. C.	Millar, Mr. J. C.	Jantchik, Russian torpedo boat, 87 tons, 4 220 h.p., 16 knots.
Brooks, Mr. J. W.	Parfitt, Mr. W.	Kataska, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.
Bruce, Mr. and Mrs.	Pascual, Mr. C.	Kite, Russian torpedo boat, 350 tons, Captain Kivarsky, at Shanghai.
Burinman, Mr.	Price, Mr. C. J.	Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 32 knots.
Burnside, Mr. C. M. G.	Reich, Mr. A. H.	Novorossiisk, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.
Busatow, Mr.	Rice, Mr. W. M.	Podoroski, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Cameron, Mr. D. F.	Rodd, Mr. S.	Sister, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Clark, Dr. & Mrs. F.	Rome, Mr. R.	Skaf, Russian torpedo boat, 350 tons, Captain Smirnow, at Shanghai.
Davis, Mrs. W. & child	Shaw, Mr. C. G.	Sokhina, Russian torpedo boat, 87 tons, 4 guns, 1,200 h.p., 16 knots.
Denroche, Mr. P. C.	Stevens, Mr. H. G.	Sotchka, Russian torpedo boat, 4,600 tons, 1 gun, 970 h.p., 19 knots.
Discombe, Mr. G. M.	Stewart, Mr. E. H.	Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.
Dorehill, R.A., Major	Taylor, Mr. D. G.	Sterkland, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Duff, Mr. W. S.	Thomas, Mr. Harry	Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Duncan, Mr. D. F.	Thibby, Mr. H. M.	Sungari, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
Dyson, Capt. P. S.	Waite, Mr. H. E.	THE RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)
Hukie, Mr. and Mrs. A. N.	Wakeman, Mr. G. H.	Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp. tubes 1,100 h.p., speed 21 knots.
Humphreys, Mr. R. E.	Wafts, Mr. and Mrs. Frank W.	Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp. tubes 780 h.p., speed 22 knots.
Irving, Mr. E. N.	Wagnall	Rosario, sloop, 1,015 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Tientsin.
Jackson, Mrs. J. B. and Williamson, Mr. and child	Wagstaff, Mr. John	Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Comdr. J. F. E. Green, Spore.
Joseph, Mr. & Mrs. E. S. Woolen, Mr. J. J.	Wainwright, Mr. C. G.	Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.
VISITORS AND RESIDENTS AT THE PEAK HOTEL.		
Beattie, Mr. James	Lee, Mr. J. E.	Flower, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.
Benjamin, Mr. S. S.	Mackie, Mr. C. Gordon	Redfish, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. F. Corbett, Shanghai.
Bonnier, Mr. J. W. C.	Major	Robin, river-gunboat, 2 guns, 1 gun, 160 h.p., Capt. G. Webster, West River.
Bryne, Mr. H. F. R.	Miller, Mr. and Mrs.	Rosario, sloop, 1,015 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Tientsin.
Brown, Colonel F.	Newall, Mr. Stuart G.	Redfish, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. F. Corbett, Shanghai.
Brusse, Mr. G.	O'Gorman, Col. The C.M.G.	Snipe, river-gunboat, 85 tons, 2 guns, 1,400 i.h.p., Lieut. and Commander Oldham, Yangtsze.
Cameron, Mr. Allan Carrington, Miss Sir John	O'Gorman, Madam	Swift, 1st-class gunboat, 756 tons, 6 guns, 1,200 i.h.p., Capt. G. Mansel, Shanghai.
Carroll, Col. A. W.	Oppenheim, Mr. J. Pitt, Mr. John R.	Gefion, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.
Crookenden, Col.	Polluck, Mr. H. E.	Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. C. P. Beauty-Pownall, Hongkong.
Dann, Mr. G. H.	Pryne, Capt. R.A.M.C.	Tam, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.
Drion, Mr. F.	Pryne, Mrs.	Terrific, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.
Ezekiel, Mr. J. S.	Qustinoff, Mr. M.	Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.
Ezekiel, Mr. R. M.	Rouse, Mr. A. B.	Waterloo, surveying-ship, 620 tons, Lieut.-Comdr. Lyne, Manila.
Forbes, Mr. Andrew	Rubles, Mr. and Mrs. W. A. (U.S. Consul-General)	Whiting, twin screw, torpedo-boat destroyer, 60 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Shanghai.
Graham, Mr. D. M.	Shellin, Mr. Edward	Wilhelm, German despatch-vessel, 2,000 tons, 12 guns, Capt. Rimpold, at Woosung.
Harston, Dr. and Mrs. G. M.	Sinclair, Mr. A. J.	Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai.
Hignett, Mr. and Mrs. G. H.	Stokes, Mr. A. G.	Iltis, German gunboat, 1,000 tons, 10 guns, Capt. von Usedom, at Shanghai.
Hughes, Col. G. A.	Tomlin, Mr. G. L.	Irene, German cruiser, 4,200 tons, 8 guns, 2,200 h.p., Capt. Stein, at Nagasaki.
Irvine, Mr. E. H.	Wheeler, Mr. H. B.	Jaguar, German gunboat, 900 tons, 10 guns, Comdr. Kinderling, at Canton.
Lang, Dr. K.	Wheeler, Lt.-Col. J. L.	Kaiserin Augusta, German cruiser, 6,331 tons, 30 guns, 14,000 i.h.p., Capt. Gillich, at Amoy.
CRAIGIEBURN.		
Anderson, Mr. Jas.	Cräkenthorp, Mr. C. S.	Kurfürst Friedrich Wilhelm, German battleship, 10,100 tons, 40 guns, Capt. von Holendorff, at Woosung.
Boyle, Mr. and Mrs. E.	Lionel	Luchs, German gunboat, 850 tons, 10 guns, Capt. von Usedom, at Nagasaki.
Brown, Mr. and Mrs. H. Matheson	Helms, Mr. W.	Mercur, German battleship, 10,100 tons, 40 guns, Capt. von Usedom, at Nagasaki.
Canton Staff-Surg. Canton, Mrs.	Lowe, Mr. A. R.	Neptun, German gunboat, 600 tons, 10 guns, Capt. von Usedom, at Nagasaki.
Crouch, Mr. J. W.	Pye, Mr. E. Burns	Odessa, German gunboat, 1,000 tons, 10 guns, Capt. von Usedom, at Nagasaki.
KOWLOON HOTEL.		
Cleasby, Mr. W. H.	Leary, Lieut. C.	Orion, German gunboat, 1,000 tons, 10 guns, Capt. von Usedom, at Nagasaki.
Davies, Mr. W.	Mercer, Mr. and Mrs. family	Perseus, German gunboat, 1,000 tons, 10 guns, Capt. von Usedom, at Nagasaki.
Dean, Mr. F.	Nobbs, Prof. A. P.	